

The Hongkong Telegraph.

No. 300.

THURSDAY, JANUARY 11, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

CIGARETTES.

"THE WHITE

ELEPHANT."

AMBER TIPPED,

PURE RICE PAPER.

LANE, CRAWFORD & Co.

Hongkong, 4th January, 1883.

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$833,333.33. RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEI YAT LAU, Esq., LO YEOK MOON, Esq., CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST. Hongkong, 1st September, 1882.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & CO. Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST. Hongkong, 1st February, 1882.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00 PERMANENT RESERVE.....Tls. 390,000.00 SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and Accumulations, 8th May, 1882.....Tls. 940,553.95

DIRECTORS: H. DE C. FORBES, Esq., Chairman. J. H. PINCKVOSS, Esq., Wm. MEYERINK, Esq., A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI. Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH. Messrs. BARKING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 58 and 59, Cornhill, E.C.

Policies granted on MARINE RISKS to all parts of the world.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 13th May, 1882.

SCOTTISH UNION AND NATIONAL INSURANCE COMPANY OF EDINBURGH & LONDON.

ESTABLISHED 1824.

CAPITAL.....£6,000,000 STERLING. INVESTED FUNDS.....£3,000,000. ANNUAL INCOME.....£700,000.

The Undersigned have been appointed Agents for the above Company and are prepared to GRANT FIRE INSURANCES at CURRENT RATES.

HESSE & Co. Hongkong, 1st January, 1882.

J. M. GUEDES.

HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.

No. 33, WELLINGTON STREET, HONGKONG. Hongkong, 23rd January, 1882.

Amusements.

THEATRE ROYAL, CITY HALL, HONGKONG.

THE THIRD SUBSCRIPTION PERFORMANCE OF THE SEASON WILL BE GIVEN ON SATURDAY,

THE 13TH INSTANT, WHEN WILL BE PRODUCED DONIZETTI'S GRAND OPERA "MARIA DI ROHAN." Hongkong, 10th January, 1883.

THE HONGKONG AMATEUR DRAMATIC CORPS.

FIRST PERFORMANCE OF 1883.

ON TUESDAY,

THE 23RD INSTANT, THE HONGKONG AMATEUR DRAMATIC CORPS

WILL GIVE A PRIVATE PERFORMANCE OF

ROBERTSON'S COMEDY "SCHOOL."

FOR THE PURPOSE OF RAISING A FUND FOR SOME MUCH NEEDED IMPROVEMENTS AND ALTERATIONS

IN THE CITY HALL THEATRE.

A Subscription List for Donations and for Tickets is being circulated, and vouchers for Tickets can only be obtained by Subscribing to the List or applying by Letter to the Undersigned.

A plan of the Theatre will be placed in the hands of Messrs. LANE, CRAWFORD & Co., at 8 A.M., on MONDAY, the 22nd instant, and voucher holders can then mark off the Seats they require and obtain their Tickets.

Price of Tickets.....\$3.00 Each.

Donations to the Fund will also be thankfully received.

A. P. STOKES, Acting Hon. Secretary, 8, Peddar's Hill.

Hongkong, 10th January, 1883.

Intimations.

THE LONDON & SINGAPORE ANTI-FOULING PAINT COMPANY, LIMITED.

(DENNY'S PATENTS).

INCORPORATED UNDER THE COMPANIES' ACTS 1862 TO 1880, THE LIABILITY OF SHAREHOLDERS BEING LIMITED TO THE AMOUNT OF THEIR SHARES.

CAPITAL.....£250,000 IN 250,000 SHARES OF £1 EACH.

FIRST ISSUE OF 150,000 SHARES AT PAR.

PAYABLE 5s. ON APPLICATION, 10s. ON ALLOTMENT, THE BALANCE NOT TO BE CALLED UP WITHOUT THREE MONTHS' NOTICE.

DIRECTORS: ADMIRAL SIR EDWARD AUGUSTUS INGLEFIELD, C.B., F.R.S., 99, Queen's Gate, London, S.W.

JOHN SCARLETT CAMPBELL, Esq., 1, Queen's Gate Place, London, S.W.

ROBERT RICE, Esq., Director, Singapore Gas Co., Limited, Acar Lodge, Bramley Hill, South Croydon.

HENRY THOMAS COLE, Q.C., (late M.P. for Penryn and Falmouth) Recorder of Plymouth and Devonport, 17, Prince of Wales Terrace, Kensington Palace, London, W.

LOUIS GLASS, Esq., (Messrs. Guthrie & Co., Singapore and Messrs. Scott & Co., 101 Lane, Great Tower Street, London, E.C., Merchants).

THOMAS SCOTT, Esq., (Messrs. Guthrie & Co., Singapore and Messrs. Scott & Co., 101 Lane, Great Tower Street, E.C., Merchants), Chairman, Tanjong Pagar Dock Company, Singapore.

*JOHN DILL ROSS, Esq., Merchant and Shipowner, Singapore.

*GEORGE JOHN MANSFIELD, Esq., (Messrs. W. Mansfield & Co., Merchants), Agents, Ocean Steam and National Steam Ship Companies, Singapore.

*KHOO TENG POH, Esq., (Messrs. Bun Hin & Co., 200, High Street, Singapore), Merchant and Shipowner, Singapore.

*THOSE GENTLEMEN WITH AN ASTERISK AGAINST THEIR NAMES ALSO FORM THE SINGAPORE COMMITTEE.

BANKERS: THE ALLIANCE BANK, Limited, Bartholomew Lane, London, E.C.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

THE CHARTERED MERCANTILE BANK OF INDIA, London, and China.

SOLICITORS: MESSRS. COLE & RODYK, 7, Mincing Lane, London, E.C.

MESSRS. RODYK & DAVIDSON, Singapore.

AUDITORS: MESSRS. FOSTER, HIGHT & Co., Chartered Accountants.

LONDON COMPANY'S OFFICES, 3, Cophthall Buildings, London, E.C.

Applications for Shares will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION or their Agents at Hongkong, Shanghai, Amoy, Foochow, Hankow, Ningpo, Swatow, Tientsin, Yokohama, Nagasaki, Hongkong, Haiphong, Hanko, and Manila, and by the CHARTERED MERCANTILE BANK OF INDIA, London, and China or their Agents at Penang, Malacca, Calcutta, Bombay, Madras, Colombo, Ceylon, Rangoon, Moulmein, Batavia, Sourabaya, Macassar, Bangkok, Melbourne, Sydney, Adelaide, Brisbane, and Perth, and at Singapore, by either of those Banks.

Forms of application for Shares, Prospectuses and Pamphlets, may be obtained from the Bankers or their Agents, on and after MONDAY, the 11th instant, December, 1882.

Singapore, 9th December, 1882.

Intimations.

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

NOW SHOWING A LARGE AND SELECT ASSORTMENT OF TOYS AND NOVELTIES

IN ENGLISH, FRENCH, AND AMERICAN GOODS, VERY SUITABLE FOR CHRISTMAS AND NEW YEAR'S PRESENTS.

Also Just Opened

NEW NOVELS IN ENGLISH AND FRENCH, BOOKS OF REFERENCE IN ENGLISH AND FRENCH, RELIGIOUS WORKS IN ELEGANTLY BOUND COVERS, PICKWICK PAPERS, AND A VARIETY OF CHEAP NOVELS.

ALL QUITE NEW AND OFFERED AT MODERATE PRICES.

S. MEYERS, Manager.

Hongkong, 6th December, 1882.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO. ARE SHOWING.

EX. RECENT ARRIVALS.

TINSELLED GRENADINES. LADIES' CHEAP COSTUMES. BROCADED SILKS. MOIR SATEENS. COLOURED SATINS. PLUSH VELVETS. COLOURED FLANNELS. WHITE FLANNELS. DIAPERS AND IRISH LINENS. TORCHON LACES.

AN ENTIRELY NEW STOCK OF WHITE AND CREAM LACES. INFANTS' EMBROIDERED CLOAKS. INFANTS' SILK AND SATIN HATS. CHILDREN'S BOOTS AND SHOES IN EVERY SIZE. LADIES' WHITE SATIN SHOES. COLOURED MALTESE BRAIDS. &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO., VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th January, 1883.

W. BREWER

IS NOW SHOWING A LARGE CONSIGNMENT OF VERY CHOICE FINE ART GOODS,

CONSISTING OF

PANEL PICTURES OF SCOTCH SCENERY IN OILS. LARGE OIL COLOURS IN MASSIVE FRAMES. FINELY FINISHED AND RETOUCHEO OLEOGRAPHS, ORIGINAL ENGRAVINGS, &c., &c., &c.

PRICES, VERY MODERATE.

W. BREWER, QUEEN'S ROAD.

Hongkong, 22nd December, 1882.

To be Let.

TO LET. A UNFURNISHED ROOM IN HOUSE, No. 9, PEDDAR'S HILL. Apply R. E., Office of this Paper. Hongkong, 14th December, 1882.

TO LET. PARSEE VILLA (6 ROOMS), Robinson Road, also a TWO STOREY HOUSE (6 ROOMS) in Mosque Junction. Both the above HOUSES have Gas and Water laid on; and immediate possession can be had. For Particulars apply to D. NOWROJEE, Hongkong Hotel. Hongkong, 27th November, 1882.

TO LET. NO. 4, OLD BAILEY STREET. NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY. NO. 8, SEYMOUR TERRACE. NO. 9, SEYMOUR TERRACE. Apply to DAVID SASSOON, SONS & Co. Hongkong, 1st November, 1882.

TO LET. TWO HOUSES in Belvedere Terrace, Bonham Road, and TWO HOUSES on High Street. Apply to DE SOUZA & Co., ON THE PREMISES. Hongkong, 2nd January, 1883.

For Sale.

FOR SALE. G. H. MUMM & Co.'s CHAMPAGNE. QUARTS.....\$22 per Case. PINTS.....\$23 per Case. Apply to MELCHERS & Co. Hongkong, 2nd March, 1882.

AND R. TENNENT'S ALE AND PORTER. DAVID CORSAIR & SONS' MERCHANT NAVY BOILED LONG FLAX. CANVAS. ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

Notices of Firms.

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED. I HAVE THIS Day Resumed my Duties as SECRETARY to the Company. By Order of the Board of Directors, D. GILLIES, Secretary. Hongkong, 3rd January, 1883.

NOTICE. WE have THIS Day Admitted Mr. SIMON ABRAHAM NATHAN, a PARTNER in Our Firm in Hongkong and China. E. D. SASSOON & Co. Hongkong, 1st January, 1883.

NOTICE. I have THIS Day PURCHASED under a Bill of Sale, the GOODWILL, PLANT, MACHINERY, STOCK-IN-TRADE AND FIXTURES OF THE FIRM OF DE SOUZA & Co., PRINTERS, &c., OF HONGKONG; and beg to intimate that I will carry on the BUSINESS under the same Name. By strict attention, First-class Workmanship, and Moderate Charges I hope to merit the Patronage of the Hongkong public. F. J. GUEDES. Hongkong, 13th December, 1882.

For Sale.

TO SPORTSMEN. FOR SALE AT LESS THAN COST. OWING TO OWNER LEAVING THE COLONY. 1 Silk-lined RACING SADDLE. RACING WHIPS with Silver Mounts. The above which are ALL NEW, may be seen at the "HONGKONG TELEGRAPH" OFFICE and will be Sold a BARGAIN. Hongkong, 2nd November, 1882.

C. L. THEVENIN. WINE AND SPIRIT MERCHANT. HONGKONG HOTEL BUILDINGS. HAS FOR SALE. A FINE ASSORTMENT OF WHITE AND RED BURGUNDIES AT MODERATE PRICES. A Capital AMONTILLADO SHERRY, Assorted LIQUEURS of the best quality. BONS, BONS, FRENCH PRESERVES, FRENCH BUTTER, and CHEESE by Every French Mail, PERFUMERY, &c., &c. Hongkong, 2nd October, 1882.

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship "ARRATOON APCAR."

Captain A. B. MacTavish, will be despatched for the above Ports, on SATURDAY, the 13th inst., at THREE P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 6th January, 1883.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, (DIRECT.)

THE Steamship "ESMERALDA."

Captain Talbot, will be despatched for the above Port, on MONDAY, the 15th instant, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, 9th January, 1883.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship "C. F. SARGENT."

Attention, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 19th December, 1882.

FOR NEW YORK.

THE American Bark "CONQUEST."

Cairns, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 6th January, 1883.

FOR NEW YORK.

THE 3/3 L. I. American Bark "SAMUEL D. CARLETON."

Freeman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 19th December, 1882.

FOR NEW YORK.

THE 3/3 L. I. American Bark "JOHN D. BREWER."

Josselyn, Master, will load at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, 15th December, 1882.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 52, Queen's Road, on FRIDAY, the 26th January instant, at HALF PAST THREE O'CLOCK in the AFTERNOON, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and Electing Auditors.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, 6th January, 1883.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th instant, inclusive.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, 6th January, 1882.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Hongkong Hotel, on SATURDAY, the 27th instant, at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts and declaring a Dividend.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, 8th January, 1883.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th instant, both days inclusive.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, 8th January, 1883.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the Company's Office, on SATURDAY, the 27th inst., at a QUARTER PAST NOON, for the purpose of passing a Resolution to Expunge Article 33 of the Articles of Association.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, 8th January, 1883.

THE HONGKONG HOTEL COMPANY, LIMITED.

WANTED.

A SITUATION AS OFFICE ASSISTANT or STORE-KEEPER. Address—M. E. G. Care of Hongkong Telegraph. Hongkong, 15th December, 1882.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF TOKIO,"

will be despatched for San Francisco, via Yokohama, on TUESDAY, the 16th January, 1883, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare. If re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. on the 15th January, 1883. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 29th December, 1882.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VI THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC."

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 27th instant, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company No. 50A, Queen's Road Central.

Intimations.

IMPORTANT INTIMATION.

WILL BE PUBLISHED IN A FEW DAYS.



THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST.
A DIRECTORY FOR CHINA, JAPAN, AND THE
PHILIPPINES, FOR THE YEAR 1883.

PRICE TWO DOLLARS.

The above work will be published at the Office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang in the Straits Settlements, and the Northern Chinese Ports, including Vladivostok, Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between

RUSSIA AND CHINA,
BRAZIL AND CHINA,
AND

THE KOREAN TREATY;
together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness, upon forms sent for that purpose. The Naval and Military portion will be taken from the latest published official lists and revised at Headquarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 will contain a complete

INDEX TO THE ORDINANCES OF
HONGKONG;
A SPECIAL LIST OF FOREIGNERS
employed in Steamers making short voyages
from Hongkong;

THE PRIVATE RESIDENCES
of the Principal Government Officials, the Lead-
ing Merchants, the Foreign Consuls,
Professional Men, Justices of
the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG,
AND
A Mass of interesting information on various
subjects, culled from the most trustworthy
sources.

A SPECIAL FEATURE
IN THIS PUBLICATION WILL BE A
CHAPTER ON SPORT,
which will deal with almost every branch of
sport including RACING, CRICKET,
ATHLETICS, AQUATICS,
&c., &c., &c.

The WINNERS of all IMPORTANT RACES
at HONGKONG, SHANGHAI, FOCHOW,
and AMOY, with times, and other interesting
particulars, carefully compiled from the most
reliable sources will make "THE HONGKONG
DIRECTORY AND HONG LIST FOR THE FAR
EAST" a *valde mementum* for all classes of
sportsmen.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" for 1883
will be Printed on a superior quality of Paper
with a NEW FOUNT OF TYPE, specially ordered
for the work, from THE PATENT TYPE
FOUNDING COMPANY, Red Lion Square,
Holborn, London, and will be bound in a fashion
unsurpassed by any work of the kind ever
published in the FAR EAST.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" will, in
order that it may circulate extensively outside
this Colony, be published at a POPULAR
PRICE, and can be ordered at This Office for

TWO DOLLARS.

There is not space in the compass of an
Ordinary Advertisement to detail all the informa-
tion introduced into the work, but it may be fairly
asserted that no such Directory has ever been
published, either in Hongkong, or any other part
of the East, at the Price.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" offers
Special Advantages as an Advertising Medium.
It will have an extensive circulation in all Ports
between Singapore and Newchwang, and the
scale of charges has been fixed at an exceptionally
low rate. Terms can be learned on application.

Suggestions for the improvement of this work
are respectfully solicited.

Orders for COPIES, and for ADVERTISE-
MENTS may be sent to the Agents at the various
Ports, or to

"THE HONGKONG TELEGRAPH"
OFFICE, HONGKONG.

Hongkong, 10th January, 1883.

Intimations.

A. S. WATSON & CO.
INVITE INSPECTION OF A WELL
SELECTED STOCK OF
FANCY CHRISTMAS
GOODS,

COMPRISING—
CHRISTMAS AND NEW YEAR CARDS
IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES.

CUT GLASS TOILET BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUBIN'S
PERFUMES.

&c., &c., &c.

A. S. WATSON & Co.,
CHEMISTS, DRUGGISTS
AND

PERFUMERS.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before Five O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 11, 1883.

There are few reasonable men in the world who will not subscribe, to some extent at least, to Lord Bacon's celebrated opinion that there are certain things which ought to be considered privileged from being made a jest of, namely—religion, great matters of state, any man's present business of importance, any case that deserves pity. Bacon also held that great persons ought to be privileged from jest, and presuming that he referred to men truly great, we thoroughly endorse this view. Assuming, however, that the eminent lawyer and learned author of the "Sermones Fideles" meant by the term "great persons," merely those of high rank or of distinguished position, we think that his views as to their being invested with any privilege or immunity from the lash of criticism humorously applied, would find few advocates in this advanced age. For instance His Excellency the Governor of Macao is what many people would designate "a great person;" although few, if any, would care to admit that his greatness—such as it is—confers any peculiar privileges which are denied to ordinary mortals. A man's actions are the best protection he can have, alike against the voice of scorn, the sneer of contempt, and the tongue of reproach.

His Excellency Joaquim José da Graça, Major in the Portuguese army, Governor of Macao and Timor, and Minister Plenipotentiary in China, Japan, and Siam for Portugal, has recently been making himself a fit subject for jest. If not a particularly great person the Governor of Macao is at least a worthy, well-meaning kind of man, so, on that account we are somewhat averse to taking advantage of his peculiar weaknesses. However, His Excellency has recently taken up a position so outrageously absurd in regard to the public liberties of Macao, that we can hardly avoid the responsibility of making some allusion to the matter.

Governor da Graça, whatever may be his personal defects and imperfections, ought in fairness to be regarded as the mere instrument of an antiquated system of government which is a crying disgrace to Portuguese enlightenment, a system almost without parallel in modern history. Portuguese rule in Macao simply means that the Lisbon Government considers it has performed its duty to that colony by sending out a military autocrat as Governor, two or three superior officers, a regiment of soldiers, and a small gun-

boat, and by grabbing as much of the revenue derived from *Fan-tan*, *Pey-ning*, opium, gambling and other glaring vices, as can possibly be squeezed from a starving community. Senhor da Graça is a very good specimen of his class, noteworthy only for a sort of obstinate stupidity, which has already gained him an unenviable reputation, and cost Macao dear. The worthy Major's escapades and vagaries in the Land of the Rising Sun during his stay in that country as the head of that amusing burlesque, the so-called Diplomatic Mission, if clearly described, nothing extenuating nor ought set down in malice, would make an excellent "Blue Book" and afford capital matter for amusing gossip to the wits of the political and literary circles of the Queen of the Atlantic.

A few months ago Macao could not boast of a single newspaper; to-day no less than three weekly journals flourish in the Holy City. Senhor da Graça, true to the traditions of his class, has no sympathy with the aspirations of a free people; in his own petty, autocratic way he would both mould and direct public opinion to suit his own antiquated notions, and establish a military dictatorship with himself as his head. However, during recent years the Portuguese people have commenced to think for themselves, to cast off the worn-out absurdities which have kept them for so long far behind other European nations, and to view their position from a practical standpoint, with the result that Portugal is at heart one of the most radical or republican of the European powers.

It is not singular that the advanced liberalism and independence of the Portuguese at home should have to some extent made their influence felt throughout the colonial possessions of the ancient kingdom. In Macao the political changes of the public mind have been most marked, as all who have watched the march of progress in the Colony can testify. The three journals published in the neighbouring city are unpretentious little papers; but they have been most ably conducted, and have undoubtedly done good service for the Macao community. Governor Graça, according to his own showing, has never taken kindly to the fearless utterances of *Macao*, *Correio*, and *Independente*; if he is to be believed—and it would be worse than sacrilege to suggest that such an exalted personage as a Governor, and such a Governor, could possibly deviate from the paths of truth—he never even read these organs which represented the public opinions to which his duties were bound. We are disposed to believe that since His Excellency received such a merciless keel-hauling from the Lisbon press for his impolitic action in the notorious *Wei-sing* Lottery scandal, when, influenced by the dulcet tones of that gay and seductive youth, the accomplished and versatile Hayllar, he instituted certain idiotic proceedings against Mr. J. PIRIAN and spent \$7,000 of the Colony's ill-gotten gains on the limbs of the law; and also for the \$2,000 expended in that exceedingly foolish journey to Japan, he has felt anything but kindly towards the Fourth Estate. However, be that as it may, it is positively certain that Governor da Graça in attempting to fetter the freedom of the Macao press made about the greatest of the many mistakes he has made during his term of office.

It appears that certain correspondence appeared in *O Macanese* which raised the ire of Dictator da Graça. He accordingly sent for the Editor of that newspaper, and although perfectly well aware that he was acting contrary to law, peremptorily demanded that the name of the writer of the obnoxious letter should be given up. The Editor respectfully but firmly declined to accede to the Governor's most unusual request, and when His Excellency lost his head and his temper and tried the effect of coarse intimidation, the journalist contemptuously invited the irate autocrat to do his worst. That interview at the Macao Palace—a translation of which appeared in our issue of December 29th—must have been about the greatest burlesque on dignified government ever performed—even in Macao.

The Governor's references to his own literary capabilities were simply delirious. It so happens that we are acquainted with the compilation for which Senhor da Graça claims literary fame, and which, it has been stated, plitfetched an almost unknown subordinate military officer into the governorship of the Holy City. The late Attorney-General for Macao, Dr. EXTERIO AZEVEDO once was good enough to lend us Governor Graça's wonderful project for colonising the Portuguese settlement of Angola—a long drawn-out pamphlet written in French—compiled in a fashion that would have made a practical man shudder, and which, as a literary production we should place on the same level as works of the class of "Ally Sloper's Sentimental Journey in search of Aldgate Pump." We presume that our Macao contemporaries will not content themselves with formally protesting against the Governor's tyrannical and arbitrary measures.

If law and justice are not altogether a dead letter in Macao His Excellency should be made to answer for his violent threats towards the Editor of *O Macanese*, and the whole affair should be reported in detail to the Lisbon Government.

The worst feature of this deplorable scandal is the injustice and unfairness of the Governor's violent, intemperate, and illegal conduct. The Macao newspapers, considering all things, are a credit to the city. *O Macanese* in particular is an admirably written journal. We have seen many articles in that paper from the pen of Mr. A. Bastos, the well-known advocate, which so far as literary merit is concerned would bear favorable comparison with most of the leading Lisbon journals, whilst the subjects dealt with—such as the disgraceful condition of the harbour, the deplorable state of the gaol, the necessity for the encouragement of trade, &c., &c.—aim at the amelioration of the present degraded position of Macao, and to improve the lots of the wretched inhabitants of that unfortunate city. Both the *Correio* and *Independente* are well written journals, and if at times rather strong language has to be used there can be no doubt that such plain speaking is justified. The official abuses in Macao are so rank and of such long standing, that they must be fearlessly handled without the aid of kid gloves. Our contemporaries have already done a vast deal of good; they have only to pursue the path of independent criticism in everything concerning the welfare of their city to enable Macao in course of time to throw off her present heavy burden of misery and degradation. They have our best wishes. We shall await with some impatience the sequel to Governor Graça's scandalous outrage on a free press.

TELEGRAMS.

LONDON, January 10th.
SIR CHARLES DILKE RE-ELECTED.
Sir Charles Dilke has been re-elected unopposed.

RESIGNATION OF DR. PLAYFAIR.
Dr. Playfair has resigned his post of Chairman of Committees.

LOCAL AND GENERAL.

ACCORDING to the *Herald*, Governor Chang left Foochow by Chinese gunboat for Formosa on Thursday afternoon last amidst the din of firecrackers and the display of a considerable amount of Chinese bunting.

IP AKAI, a coolie, was charged before Captain Thomsett this morning, with snatching a pair of earrings from the ears of a married woman on the 10th inst. Defendant, who is only 18 years of age, admitted the charge and was sent to six months' imprisonment with hard labor.

F. A. M. LINDE, landlord of the Star Hotel, for allowing a drunken row between Russian sailors to take place in his hotel on the 9th inst., was fined \$10 this morning by Captain Thomsett, with the option of 14 days. The "fire water" dispenser paid the fine.

WE are informed that the P. & O. Company's steamer *Thames* which arrived this morning, had two slight breakdowns between here and Singapore, being delayed altogether about thirty hours. It seems that a part of the wall of metal which forms the side of the steam passages for the high pressure cylinders broke away.

WE are informed that the Eastern Extension Telegraph Co.'s steamer *Shard Osborn*, which arrived here last Sunday, proceeded north yesterday to commence operations in connection with the new coast cable to be laid for that Company. The Acting General Manager of the Company has received telegraphic information of the departure of the steamship *Scilla* from England with the main cable, and she was expected to pass Malta yesterday.

The Russian steamer *Peter der Grosse*, which vessel returned from Vladivostok on the 20th December, was, we (Nagasaki *Express*) hear, unable to land the heavy portion of her cargo, owing to the port having become frozen up. She brought out from Cronstadt four large boilers, to be used in connection with the contemplated Government Floating Dock for Vladivostok harbour, and has landed them at Akunoura, where they will remain until the opening of the port again, in the ensuing spring.

In view of future contingencies Metz has been rendered simply impregnable. The town is now defended by eleven forts the last of which has just been completed. It was not until 1866 that the modern system of fortification was begun, and in 1870 only St. Quentin and Flappeville were completed. The others, Quelling St. Julien, Manstein, Prince August von Wurtemberg, Zastrow, Hindenburg, Frederick Charles, Alvensleben, Mantuffel, Goeben and Kameke. The last completed is the little fort of Hindenburg. These forts form a belt of nearly nineteen miles in length. The distance of Forts Frederick Charles and Manstein from the cathedral, which is located nearly in the centre of the town, is a fraction over two miles. On the left bank of the Moselle are the small forts of Kameke and Hindenburg, and on the right bank is the great fort of Mantuffel, two miles distant from the cathedral. Several of these forts are provided with iron-clad revolving turrets and well supplied with the renowned Krupp guns. Germany is evidently intent upon keeping possession of what she has gained, and when trouble does come there will be no Baseline to open the forts to the enemy.

WE are glad to observe that "the Honourable the Surveyor General" carefully reads the *Telegraph*. We called attention in our yesterday's issue to the disgraceful condition of the thoroughfare running from Peddar's Hill to the Government Offices, and suggested that a slight amount of attention to its defects would be desirable. Our suggestion has already borne good fruit. At an early hour this morning a number of men under the orders of the Surveyor General's department were hard at work filling up the holes and otherwise repairing the road.

ACCORDING to an American contemporary, Patti says that her union with her left-handed husband, Nicolini, has been legitimised. They were recently married in London, for the second time. Six years ago she was married to him in Paris. This second marriage is to prevent the Marquis de Caux from getting possession of part of Patti's fortune, should she die suddenly. The famous singer Gisi was divorced thirty years before her death, from her first husband, the Count de Lelcei, who, notwithstanding the divorce and lapse of years appeared after her death, and his claim for two-thirds of the estate was allowed by the French courts. It is to prevent such an attempt on the part of M. de Caux that the recent ceremony was performed.

MA ALEONG, boilermaker, Tam Aing, rice-pounder, An Atsoi, coolie, and Chun Apong, tailor, were charged before Captain Thomsett this morning, with public gambling at No. 14 Pound Lane. From information received, Inspector Perry raided the house in question, and found the usual gambling paraphernalia; the first three defendants being caught red handed in the act. The Inspector had no charge to bring against the "knight of the needle" the fourth defendant, and he was accordingly dismissed. The evidence of the gambling informers went to show that the first three defendants were addicted to a "little hand," and so the first prisoner was fined \$50, or six weeks' hard labor, the second \$25, or a month, and the third \$10, or fourteen days. The two informers were ordered to receive \$5 each if the above fines were paid, but, as the trio of "fan-tanners" went to quod, the virtuous informers went away empty handed.

SAYS the Nagasaki *Express* of the 30th ulto.—The Japanese bark *Tsurinoye Maru* (late *B. Aymar*) put back on Saturday morning last, with her pumps choked; after having been out exactly eight days from this port, bound to Shanghai. It is reported she had been within easy distance of her destination, but despite the strenuous exertions of all hands—eighteen in number—the water gained on the pumps, until at length the crew refused to turn to any more unless the ship was put back; and it was only the fact of jettisoning a quantity of the cargo that enabled them to keep her afloat until her arrival in harbour, when her pumps were put in working order. We believe it is the intention of her owners to send her to sea again with the cargo she has in. The question naturally arises: Is this not a case in which the Board of Trade or local officials should exercise the authority they are undoubtedly invested with, to prevent so utterly unseaworthy a vessel from proceeding to sea—and that she is dangerously unseaworthy there seems now not a shadow of a doubt, which is easily accounted for when it is taken into consideration that since she was wrecked some six or eight months ago, she has been patched up and re-rigged in the most trumpery manner, entirely by Japanese; whilst her original pumps—very important pieces of mechanism in a wooden vessel that has been knocked and battered about for over fifty years—have been substituted for Japanese manufacture ones, for the purpose of effecting a slight saving in the outlay, but at what extra risk to the ship, cargo, and crew, her short experience has fully demonstrated.

CHUN HING, a hawker, was this morning charged before Captain Thomsett with snatching, with violence, a pair of earrings valued at \$36, from the ears of Lau Sai Yau, who described herself as a kept woman, on the evening of the 10th inst., in Wellington Street. It appears that the lady was out for a walk on the evening in question, being accompanied by another of the "kept" division, named Achoy. The prisoner came behind them grabbed the earrings from Lau Sai Yau's ears and bolted. She called out "thief" and ran after the prisoner down Aberdeen Street, finding him in custody of a "peeler" by the time she reached the Queen's Road. From the time prisoner did the snatch until he was collared by P.C. 213, the fair dame never lost sight of him. Miss Achoy generally corroborated the evidence of her chum. Chan Ah, an unemployed servant, said he was in the Queen's Road yesterday when he heard the cry of "thief" and saw the prisoner come running down towards him; followed by the two "last" witnesses. He stopped the prisoner who tried very hard to get away, and in doing so tore his jacket. The ladies came up and said prisoner had snatched a pair of earrings; so he gave him into custody. Prisoner here said, "I don't know you, and never fought with you." P.C. 213, Wong Aying, stated that he was on duty in the Queen's Road last night about 6.30. He heard a noise in Aberdeen Street and saw defendant run down the steps. He went towards him and saw him stopped by last witness. The first witness came up and charged prisoner with having snatched away her earrings, so he took him to the Central Police Station. Prisoner was convicted of being a rogue and vagabond in June 1879, a rogue and vagabond and suspected person in October 1880, and the larceny of one pair of earrings from the person in April 1881, for which he was treated to six months' hard labor. In December 1881 he was found guilty of unlawful possession of a pair of silk pants, and did three months' retirement on that score. With such a brilliant record standing against him, name, Captain Thomsett deemed him worthy of special recognition and accordingly committed him for trial at the Supreme Court Criminal Sessions.

The law would appear to be almost as uncertain and unreliable in England as it is in the far famed Supreme Court of Hongkong. A case in point has recently come under our notice. It appears that an action, out of which eight separate trials have arisen, has been engaging the legal profession in London since 1878. It appears that a Mr. Smithman lost his life by being run over by an engine and tender of the South Eastern Railway Company, which dashed through a station as he was crossing the line to get to his train. The widow sued the railway company for damages, and obtained a verdict for \$200. There was an application for a new trial on the ground that sufficient attention had not been given to the question of contributory negligence, and the Divisional Court, constituted by Mr. Baron Pollock and Mr. Baron Huddleston, set the verdict aside. The Court of Appeal, however, set aside this decision, and upheld the verdict. There was then an appeal to the House of Lords, when three Law Lords reversed this decision and directed a new trial, in which that eminent judge, the more particularly given to the question of contributory negligence, the case was accordingly tried before Mr. Baron Pollock (one of the two judges who, originally, directed a new trial), at the Guildhall Sittings, December, 1881. The jury returned the verdict: "We find for the plaintiff. We consider that both parties were in fault, but that there was more responsibility on the company than on deceased, and greater fault on the part of the company." The judge considered this a verdict for the plaintiff, and gave judgment accordingly. The railway company applied for a third trial on the ground that the verdict was against the evidence (but the Divisional Court refused the application, and on appeal the Court of Appeal upheld that decision). An application to enter the verdict for the company, on the ground that the findings of the jury really amounted to a verdict for them, also came before the Court of Appeal, and was likewise dismissed, whereupon Mr. Grantham, the party of the company, asked for a stay of execution pending an appeal to the House of Lords. The House of Lords, in a paper says, exercising that right of appeal

By a slip of the pen in our critique of the performance of "Luceria Borgia" Signor Lanzoni was credited with having appeared as *Alfonso* instead of Signor Clocchi. The *baso* was originally cast for the character and his name appeared on the programme, but owing to some slight difference of opinion with the directorate he declined to undertake the part, and Signor Clocchi was substituted. We are glad to learn that the differences between Signor Lanzoni and the directorate have been amicably adjusted.

THE team of English cricketers, captained by the Hon. Ivo Bligh, now in Australia, have opened their campaign successfully. From our Sydney papers, received by the *Memorial*, we note that a match between the English players and eighteen of the Maitland district was concluded on the 7th ulto, and resulted in a decisive victory for the Eleven. The visitors were first to the wickets and totalled 155, of which Barnes had 25, Leslie, and Alexander 24 each, Vernon 21, and Tylecote (not out) 16. The Eighteen scored 49 in their first essay, and following on were all disposed of for 91, being thus defeated by an innings and 15 runs. A. G. Steel was the most successful bowler on the English side.

IN Theophile Gautier's "Constantinople of Today" there is an account of kissing the Sultan's toe, an honor which is reserved for the Vizier, Ministers, and certain privileged Pashas. This act of homage is performed with the utmost solemnity, and is marked by every sign of respect worthy of so important an occasion. Referring to the custom of kissing the Pope's toe, Matthew of Westminster thus explains its origin. Formerly it was usual to kiss the hand of his Holiness, but toward the close of the Eighth century a certain woman, when making an offering to the Pope, not only kissed his hand, but committed the terrible outrage of squeezing it. The Pope, seeing the danger to which he was thus exposed, cut off his hand, and by this means, escaped the contamination to which he had been rendered liable. Since that time the precaution has been taken of kissing the Pope's toe instead of his hand; and lest any one should doubt the accuracy of this account, the historian argues that the hand, which had been cut off 500 or 600 years before, still existed at Rome—a standing miracle, since it was preserved in its original state, free from corruption. When the ceremony of kissing the Pope's toe takes place, he wears on the occasion a slipper with a cross. We may note here that kissing the foot is a common Oriental sign of respect, and is said to have been introduced into the West by the later Roman Emperors, whose court ceremonies were mixed with so many servile customs.

THE case of Jackson v. Goode, heard and decided a short time ago in the Supreme Court, Sydney, is, in the face of the circumstances associated with the Coroner's Inquiry into the death of Captain Lee now pending, worthy of some notice. Shortly summed up, it may be said to have consisted in an attack made by what is understood as a "duly qualified medical man," upon one who the orthodox practitioner considered unfitted to practise medicine or surgery. The gentleman whose qualifications were impugned had to make certain admissions which detracted from the apparent value of his medical or surgical attainments. But into this question it is scarcely necessary to enter. No man should endeavour to obtain anything by what are legally known as false pretences. At the same time, the case opens up the general question as to the absolute value of medical and surgical degrees or qualifications. It is not quite certain that many men who, according to the etiquette of the profession, are unqualified, are in their way infinitely more skilful, infinitely more capable of dealing with disease or wounds than many gentlemen who, having been coached up in certain technicalities, are able (sometimes after a few previous failures) to obtain a certificate that will pass current anywhere, and that profess to be a proof of their ability to deal with the most intricate cases. That the public judge of doctors rather by their practical merits than by their academic indentures, is shown by the extended patronage given to some, and by the manner in which others are neglected. Would it do much harm if the principles of free-trade were extended to the medical profession, and the great test of ability be made the successful results of treatment?

The law would appear to be almost as uncertain and unreliable in England as it is in the far famed Supreme Court of Hongkong. A case in point has recently come under our notice. It appears that an action, out of which eight separate trials have arisen, has been engaging the legal profession in London since 1878. It appears that a Mr. Smithman lost his life by being run over by an engine and tender of the South Eastern Railway Company, which dashed through a station as he was crossing the line to get to his train. The widow sued the railway company for damages, and obtained a verdict for \$200. There was an application for a new trial on the ground that sufficient attention had not been given to the question of contributory negligence, and the Divisional Court, constituted by Mr. Baron Pollock and Mr. Baron Huddleston, set the verdict aside. The Court of Appeal, however, set aside this decision, and upheld the verdict. There was then an appeal to the House of Lords, when three Law Lords reversed this decision and directed a new trial, in which that eminent judge, the more particularly given to the question of contributory negligence, the case was accordingly tried before Mr. Baron Pollock (one of the two judges who, originally, directed a new trial), at the Guildhall Sittings, December, 1881. The jury returned the verdict: "We find for the plaintiff. We consider that both parties were in fault, but that there was more responsibility on the company than on deceased, and greater fault on the part of the company." The judge considered this a verdict for the plaintiff, and gave judgment accordingly. The railway company applied for a third trial on the ground that the verdict was against the evidence (but the Divisional Court refused the application, and on appeal the Court of Appeal upheld that decision). An application to enter the verdict for the company, on the ground that the findings of the jury really amounted to a verdict for them, also came before the Court of Appeal, and was likewise dismissed, whereupon Mr. Grantham, the party of the company, asked for a stay of execution pending an appeal to the House of Lords. The House of Lords, in a paper says, exercising that right of appeal

Commercial.

THIS DAY.

Very little of interest has transpired on the Stock Exchange this morning. Banks are a shade weaker than when we last wrote. On the old basis a few shares have been negotiated at 183 per cent. premium for the end of January, and on these conditions sellers are anxious to do further business. Probably a point less would be accepted in several quarters. In other stocks but few shares have been changed hands. Chinese Insurances are offered at the reduced rate of 230, but without attracting buyers. Docks remain very unsteady with sellers at 52. Transfers in Steamboats have been effected at 33 per share premium, the stock leaving off fairly firm at the quotation. We heard several inquiries after China Sugars, but no actual business has been reported. Luzons could be placed at 112 per share.

4 o'clock p.m.

Banks continue to show weakness, sellers offering to do business for cash at 182, without obtaining purchasers. Luzons have advanced another point, a number of sales having been booked at 113. On time at 114 for the end of the month, and 115 for February 28th, several transactions have been reported. Other quotations remain unchanged.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue—153 per cent. premium.

Hongkong and Shanghai Bank—New Issue—144 per cent. premium, sellers.

Union Insurance Society of Canton—\$1,850 per share, buyers.

China Traders' Insurance Company—\$1,575 per share.

North China Insurance—Tls. 1,225 per share, sellers.

Canton Insurance Company, Limited—\$140 per share, sellers.

Yantai Insurance Association—Tls. 800 per share.

Chinese Insurance Company—\$230 per share, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$1125 per share.

China Fire Insurance Company—\$327½ per share, sellers.

Hongkong and Whampoa Dock Company—52 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$33 per share premium, sales.

Hongkong Gas Company—\$80 per share.

Hongkong Hotel Company—\$125 per share.

Indo-China Steam Navigation Company, Limited—par. sellers.

China Sugar Refining Company, Limited—\$300 per share, sellers.

China Sugar Refining Company (Debtentures)—3 per cent. premium.

Luzon Sugar Refining Company, Limited—\$113 per share, sales and buyers.

Hongkong Ice Company—\$105 per share, sellers.

Hongkong and China Bakery Company, Limited—\$60 per share.

Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.

Chinese Imperial Loan of 1881—2½ per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7½

Bank Bills, on demand 4/2

Bank Bills, at 30 days' sight 3/7½

Bank Bills, at 4 months' sight 3/8

Credits, at 4 months' sight 3/8½

Documentary Bills, at 4 months' sight 3/8½

ON PARIS.—Bank, T. T. 4/62

Credits, at 4 months' sight 4/22

ON BOMBAY.—Bank, T. T. 22½

ON CALCUTTA.—Bank, T. T. 22½

ON SHANGHAI.—Bank, T. T. 72½

Private, 30 days' sight 73½

OPIMUM MARKET.—THIS DAY.

NEW MALWA per picul, 8530

OLD MALWA per picul, 8550

(Allowance, Tals 12.)

NEW PATNA (first choice) per chest, 8550

NEW PATNA (second) per chest, 8540

NEW PATNA (without choice) per chest, 8545

NEW PATNA (bottom) per chest, 8552½

NEW BKNARES (without choice) per chest, 8540

NEW PERSIAN per chest, 8340

(Allowance, Tals 32.)

OLD PERSIAN perpicul, 8315

(Allowance, Tals 32.)

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	HOW- ROAD.	AM- MOY.	SHANG- HAI.	MANILA.
Thermometer attached	67.0	63.0	57.0	57.0
Direction of Wind	W	W	W	W
Force	3	4	5	5
Dry Thermometer	65.0	63.0	57.0	57.0
Wet Thermometer	56.0	56.0	55.0	55.0
Height of Rain	0.0	0.0	0.0	0.0
Quantity fallen	—	—	—	—

Barometer, level of the sea in fathoms, and wind direction.—Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., and N. by E. to 10 points. 8 to 10 heavy, 10 to 15 violent.—State of Weather, A. Clear, B. Light, C. Cloudy, D. Drizzle, E. Fog, F. Foggy, H. Hail, L. Lightning, M. Misty, O. Overcast, P. Passing showers, Q. Squally, R. Rain, S. Snow, T. Thunder, U. Bad weathering, V. Variable, W. Windy, X. Clear, Y. Cloudy.

Readers are requested to indicate any increase over the mean average of their observations. Rain.—The hours of rain for the previous 24 hours (none) are registered from 1 to 12, and the quantity of rain, indicated in inches, tenths and hundredths.

The British steamship *Menmuir* reports left Shanghai on the 7th instant. Experienced light variable winds and fine weather. Anchored off Taimoo Head at 9 p.m. on the 10th.

The British steamship *Achilles* reports left Shanghai on the 3rd instant; arrived in Foochow on the 5th, and left again on the 7th; arrived in Swatow on the 8th, and left again on the 10th. Experienced moderate to light moon and fine weather throughout.

The British steamship *Consolation* reports left Bangkok on the 1st instant. Experienced moderate S.E. and Easterly winds to Pulo Obi, from thence to Maclelland Bank had heavy N.E. gales with heavy head sea. From Maclelland Bank to Hongkong had moderate N.E. winds and heavy head sea.

The British steamship *Glennary* reports left London on the 22nd November; arrived in Port Said on the 6th ultimo; left Suez on the 9th. Had strong N.E. monsoon across the Indian Ocean, and arrived in Singapore on the 31st. Left Singapore on the 2nd instant at 9 a.m., with P. & O. Mail steamer *Thames*, and encountered strong N.E. monsoon and high sea till the 10th instant; arrived in Hongkong at 9 a.m. on the 11th.

The British steamship *Namoa* reports left Foochow on the 7th instant, Amoy on the 8th, and Swatow on the 10th. Experienced moderate monsoon and fine weather. Passed the German corvette *Elizabeth* off Tan Point on the 7th instant. In Foochow the steamships *Hai-shin* and *Kwangtung*, in Amoy the steamship *Hailong* and the German corvette *Storch*. In Swatow the steamships *Glenalloch*, *Sin Nan-king*, *Reling*, *Tien-tin*, and the German gunboat *Illo*.

The British steamship *Menmuir* reports left Adelaide on the 10th ultimo, Newcastle on the 15th, Sydney on the 16th, Brisbane on the 19th, Townsville on the 22nd, Cooktown on the 23rd, Thursday Island on the 26th, and Port Darwin on the 31st. Had very fine weather throughout from Adelaide to Torres Straits. From Thursday Island to Port Darwin, and as far as Mindoro Straits, had unsettled rainy weather, with heavy ground. Thence to the coast of Luzon, thence had moderate N.E. monsoon and sea across the China Sea. Passed the Company's steamer *Bowen* on the 21st ultimo, and the steamer *Estrella* on the 10th instant, bound Eastward.

Shipping.

ARRIVALS.

MEMMUIR, British steamer, 1,274, Ellis, 11th Jan.,—Adelaide 10th December, Newcastle 15th, Sydney 16th, Brisbane 19th, Townsville 22nd, Cooktown 23rd, Thursday Island 26th, and Port Darwin 31st, Coal and General.—GIBB, Livingston & Co.

ACHILLES, British steamer, 1,528, C. Anderson, 11th Jan.,—Shanghai 3rd January, Foochow 7th, and Swatow 10th, General.—Butterfield & Swire.

ANTON, German steamer, 395, Schrader, 11th Jan.,—Touron 7th Jan., General.—Wieler & Co.

MEI-FOO, Chinese steamer, 1,284, R. P. Petersen, 11th Jan.,—Shanghai 7th Jan., General.—C. M. S. N. Co.

THAMES, British steamer, 2,130, W. D. Anderson, 11th Jan.,—London 15th Nov., Bombay 15th Dec., and Singapore 2nd Jan., Mails and General.—P. & O. S. N. Co.

AMOV, British steamer, 814, C. Hermann, 11th Jan.,—Canton 10th January, General.—Siemssen & Co.

POSANG, British steamer, 983, Irvine, 11th Jan.,—Canton 10th January, General.—Jardine, Matheson & Co.

LUSITANIA, German steamer, 787, P. C. Nickelson, 11th Jan.,—Keeleung 8th, Coal.—Jardine, Matheson & Co.

CONSOLATION, British steamer, 764, W. B. Lind, 11th Jan.,—Bangkok 1st Jan., General.—Yuen Fat Hong.

GLENNARY, British steamer, 1,590, W. E. Duke, 11th Jan.,—London 22nd Nov., and Singapore 2nd January, General.—Jardine, Matheson & Co.

NAMOA, British steamer, 862, Geo. Westoby, 11th Jan.,—Foochow 7th January, Amoy 8th, and Swatow 10th, General.—D. LaPraik & Co.

WESER, German bark, 916, H. Hellmers, 11th Jan.,—Cardiff 9th September, Coal.—Order.

BENEDICTA, German schooner, 247, C. Darum, Manila 31st December, Ballast.—Wieler & Co.

CORVIERE, American bark, 812, Geo. W. Ginn, 11th Jan.,—Yokohama 29th Dec., Ballast.—Captain.

CLEARANCES AT THE HARBOUR OFFICE.

Amoy, British steamer, for Shanghai.

Fu-yew, Chinese steamer, for Shanghai.

Remus, British steamer, for Manila.

Canton, British steamer, for Singapore.

Newchwang, British str., for Shanghai.

Lorne, British steamer, for Swatow.

Odin, Norwegian steamer, for Nagasaki.

DEPARTURES.

January 11, *Ealing*, British steamer, for Singapore, &c.

January 11, *Chinkiang*, Brit. str., for Shanghai.

January 11, *Greyhound*, British steamer, for Hoihow.

January 11, *Emmy*, Spanish steamer, for Amoy and Manila.

January 11, *C. F. Sargent*, American ship, for San Francisco.

January 11, *Yangtze*, British str., for Canton.

January 11, *Odin*, Norwegian steamer, for Nagasaki.

January 11, *Fu-yew*, Chinese str., for Shanghai.

January 11, *Newchwang*, British steamer, for Swatow and Shanghai.

January 11, *Remus*, British str., for Manila.

January 11, *Mei-foo*, Chinese str., for Canton.

January 11, *Exsine*, British str., for Singapore and Melbourne.

PASSENGERS—ARRIVED.

Per *Memmuir*, str., from Adelaide, &c.—33 Chinese.

Per *Mei-foo*, str., from Shanghai.—43 Chinese.

Per *Amoy*, str., from Touron.—14 Chinese.

Per *Achilles*, str., from Shanghai.—Rev. Mr. and Mrs. Fordham and 2 children, and 290 Chinese.

Per *Consolation*, str., from Bangkok.—74 Chinese.

Per *Glennary*, str., from London, &c.—116 Chinese from Singapore for Hongkong. For Shanghai.—Captain MacFarlane and Mr. Mansfield.

Per *Namoa*, str., from Foochow, &c.—Mr. Tung Seck, and 80 Chinese.

Per *Thames*, str., from Singapore.—Mr. and Mrs. Thompson, Miss McLagan, Miss Graham, Messrs. Orange, Coverjee, A. G. Smith and son, McLeod, McGregor, and D. McPhinn, from London for Hongkong. From Brindisi.—Dr. Taylor, Messrs. H. Lamond, G. Stewart, and Thoburn, from Penang.—4 Chinese. From Singapore.—Mr. T. L. Mullins, 70 Chinese, and 3 children. For Shanghai.—Mr. Drev Gay, from London. For Brindisi.—Messrs. Purdon and servant, and I.C.S. Purdon. From Bombay.—Mr. Domanjee. For Yokohama.—Mr. W. Cutton and native servant, from London.

Per *Don Juan*, str., for Manila.—Messrs. G. Lanson and J. Bana.

REPORTS.

The Chinese steamship *Mei-foo* reports left Shanghai on the 7th instant. Experienced light variable winds and fine weather. Anchored off Taimoo Head at 9 p.m. on the 10th.

The British steamship *Achilles* reports left Shanghai on the 3rd instant; arrived in Foochow on the 5th, and left again on the 7th; arrived in Swatow on the 8th, and left again on the 10th. Experienced moderate to light moon and fine weather throughout.

The British steamship *Consolation* reports left Bangkok on the 1st instant. Experienced moderate S.E. and Easterly winds to Pulo Obi, from thence to Maclelland Bank had heavy N.E. gales with heavy head sea. From Maclelland Bank to Hongkong had moderate N.E. winds and heavy head sea.

The British steamship *Glennary* reports left London on the 22nd November; arrived in Port Said on the 6th ultimo; left Suez on the 9th. Had strong N.E. monsoon across the Indian Ocean, and arrived in Singapore on the 31st. Left Singapore on the 2nd instant at 9 a.m., with P. & O. Mail steamer *Thames*, and encountered strong N.E. monsoon and high sea till the 10th instant; arrived in Hongkong at 9 a.m. on the 11th.

The British steamship *Namoa* reports left Foochow on the 7th instant, Amoy on the 8th, and Swatow on the 10th. Experienced moderate monsoon and fine weather. Passed the German corvette *Elizabeth* off Tan Point on the 7th instant. In Foochow the steamships *Hai-shin* and *Kwangtung*, in Amoy the steamship *Hailong* and the German corvette *Storch*. In Swatow the steamships *Glenalloch*, *Sin Nan-king*, *Reling*, *Tien-tin*, and the German gunboat *Illo*.

The British steamship *Menmuir* reports left Adelaide on the 10th ultimo, Newcastle on the 15th, Sydney on the 16th, Brisbane on the 19th, Townsville on the 22nd, Cooktown on the 23rd, Thursday Island on the 26th, and Port Darwin on the 31st. Had very fine weather throughout from Adelaide to Torres Straits. From Thursday Island to Port Darwin, and as far as Mindoro Straits, had unsettled rainy weather, with heavy ground. Thence to the coast of Luzon, thence had moderate N.E. monsoon and sea across the China Sea. Passed the Company's steamer *Bowen* on the 21st ultimo, and the steamer *Estrella* on the 10th instant, bound Eastward.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 268, N. C. Revebeck, 9th Jan.,—Haiphong 3rd January, and Hoihow 7th, General.—C.M. S. N. Co.

EGEAN, British steamer, 749, Thomas, 31st Dec.,—Saigon 23rd Dec., General.—Tung Kee & Co.

ALWINE, German steamer, 400, F. Thiesen, 8th Jan.,—Manila 4th Jan., General.—Wieler & Co.

ARRATON, British steamer, 1,392, A. B. Macavish, 2nd Jan.,—Calcutta 10th Dec., Sandhead 17th, Penang 22nd, and Singapore 24th, Opium and General.—D. Sassoon, Sons & Co.—Kowloon Dock.

BANGALORE, British steamer, 1,309, J. P. Hassall, 9th Jan.,—Yokohama 31st Dec., Mails and General.—P. & O. S. N. Co.

HELLONA, German steamer, 707, W. Schaefer, 6th January,—Swatow 5th January, General.—Siemssen & Co.—Kowloon Dock.

CANTON, British steamer, 910, Jaques, 10th Jan.,—Swatow 9th January, Merchandise.—Bun Hin Chan.

CHINA, German steamer, 649, H. Schoer, 10th January,—Canton 9th January, General.—Yuen Fat Hong.

CHI-YUEN, Chinese steamer, 1,193, F. Wallace, 22nd Dec.,—Singapore 13th Dec., General.—C. M. S. N. Co.—Cosmopolitan Dock.

CITY OF TOKIO, American str., Maury, 5,079, 4th January,—San Francisco 5th Dec., and Yokohama 29th, General.—P. & O. S. N. Co.

CRUSADER, British steamer, 647, T. Rowin, 13th November,—Saigon 7th November, Rice.—Chong Wo Cheang.—Kowloon Dock.

DALE, British steamer, 644, E. Allison, 2nd Jan.,—Bangkok 15th December, Rice and General.—Yuen Fat Hong.

DANUBE, British steamer, 561, Newton, 7th Jan.,—Bangkok 26th Dec., General.—Yuen Fat Hong.

FAME, British steamer, 117, Stopani, (tug plying) Hongkong and Whampoa Dock Co.

HONGKONG, British steamer, 67, April 14th.—Kwok Ah Cheong & Sons.

LOREN, British steamer, 1,034, Wm. Hunter, 10th Jan.,—Singapore 31st December, General.—Bun Hin Chan.

MORAY, British steamer, 2,185, Wm. Tutton, 3rd January,—Calcutta 16th Dec., Penang 23rd, and Singapore 26th, General.—Jardine, Matheson & Co.

PETLA DER GROSSE, Russian steamer, 548, Gerhard Schrock, 6th Jan.,—Nagasaki 1st Dec.—Melchers & Co.

SHERARD OSBORN, British steamer, 875, Francis Worsley, 7th Jan.,—Singapore 28th Dec., Telegraph Cable.—E. A. & C. T. Co.

TAMISIR, British steamer, 919, S. Valler, 8th Jan.,—Saigon 1st January, Rice.—Butterfield & Swire.

THALES, British steamer, 820, T. G. Pocock, 10th Jan.,—Swatow 3rd January, General.—D. LaPraik & Co.

VORSEY, German steamer, 1,750, F. Lutjens, 9th Jan.,—Manila 5th January, General.—Siemssen & Co.

SAILING VESSELS.

ALDEN BESSIE, American bark, A. Noyes, 22nd Dec.,—Portland, Oregon 12th Nov., Spars.—Melchers & Co.

ANDREAS, German bark, 423, F. Hoyer, 27th November,—Newchwang 16th Nov., Beans.—Siemssen & Co.

ANNA BERTHA, German bark, 480, Krause, 27th November,—Newchwang 14th Nov., Beans.—Siemssen & Co.

ANTONETTE, British bark, 1,014, E. T. Bunje, 6th January,—Manila 17th December, Ballast.—Order.

BILLY SIMPSON, British bark, 432, Brown, 6th Dec.,—Cebu 26th Nov., General.—Master.

CHARON WATTANA, Siamese bark, 565, G. F. Ulrich, 21st Dec.,—Chefoo 13th December, General.—Chinese.

COLOMA, American bark, 853, Noyes, 5th Jan.,—Portland, Oregon 8th November, Lumber.—Melchers & Co.

CONQUEST, American bark, 516, Carins, 20th Nov.,—Newcastle 22nd Sept., Coal.—Ed. Schellhass & Co.

C. F. SARGENT, American ship, 1,704, D. H. Atherton, 21st November,—Cardiff 23rd June, Coals.—Borneo Co. Limited.

DORA, German ship, 1,259, H. Meyer, 22nd November,—Cardiff 1st July, Coal.—Melchers & Co.

ELA S. THAYER, American ship, 1,098, Davis, 22nd October,—put back.—Russell & Co.

ERL KONG, German bark, 456, A. Nauch, 27th Nov.,—Newchwang 16th Nov., Beans.—Siemssen & Co.

HALGIERA, British ship, 1,087, Melkiss, 1st Dec.,—Kobe 26th November, Ballast.—Captain.

HELENS, British bark, 433, J. Inkster, 28th Nov.,—Newchwang 19th Nov., Beans.—Melchers & Co.

HERBERT BLACK, American bark, 575, Trent, 13th Dec.,—Nagasaki 5th Dec., Coal.—Captain.—Kowloon Dock.

HERMANN, German bark, 453, W. Pens, 10th Dec.,—Chefoo 28th Nov., General.—Wieler & Co.

JACOBINE, German bark, 417, C. H. Christian, 10th Dec.,—Lillo 25th Nov., Wood.—Ed. Schellhass & Co.—Kowloon Dock.

J. D. Brewer, American bark, 962, W. L. Joselyn, 6th Jan.,—Whampoa 5th Jan., General.—Captain.

JUNO, German bark, 517, H. C. Breckwold, 29th Nov.,—Hamburg 22nd July, General.—Melchers & Co.

KISHON, British steamer, 491, Thomas S. Hoyle, 3rd January,—Touron 6th December, Salt.—Ed. Schellhass & Co.

LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.,—Whampoa 31st Dec., General.—Ed. Schellhass & Co.

METTOR, German bark, 504, T. Hottmann, 24th October,—New York 17th May, Kerosine Oil.—Arnhold, Karberg & Co.

MINERVA, German brig, 319, P. Duhme, 10th Dec.,—Whampoa 9th December, General.—Melchers & Co.

NONFARIL, British bark, 399, E. Finlayson, 9th November,—Newchwang 30th Oct., Beans.—Chong Woo.—Kowloon Dock.

SAMUEL D. CARLETON, American bark, 884, Geo. A. Freeman, October 9th,—Newcastle, N.S.W., 10th August, Coal.—Order.—Cosmopolitan Dock.

SCHWAN, German brig, 276, J. Schroder, 7th Jan.,—Chefoo 27th Dec., General.—Siemssen & Co.

WHAMPOA.

SHUN-ON, Annamite steamer, 136, W. Blumeburg, 29th Nov.,—Touron 11th Nov., Ballast.—Shun Wo Yuen.

CANTON.

Hoihow, British str., 896, O. Hillkirk, 9th Jan.,—Wuhu 3rd January, General.—Butterfield & Swire.

KELUNG, British steamer, 919, Schultze, 8th Jan.,—Chinkiang 4th January, General.—Butterfield & Swire.

NEWCHANG, British steamer, 257, Peoples, 8th Jan.,—Amoy 7th January, General.—Butterfield & Swire.

YANOVSKY, British steamer, 784, 16th Dec.,—Canton 15th Dec., General.—Siemssen & Co.

AMOV.

In Port on 3rd January, 1883.

Alex. Newton, British bark, 308 (Newton)—Boyd & Co.

Anna, German schooner, 347 (Deinschein)—Pasdag & Co.

Chloris, German bark, 334 (Malzen)—H. A. Petersen & Co.

Faugh Balaugh, German schooner, 240 (Rute)—H. A. Petersen & Co.

Flodden, British bark, 337 (Henderson)—Boyd & Co.

Francisca, German bark, 368 (Jessen)—H. A. Petersen & Co.

Frolich, German brig, 350 (Moller)—Pasdag & Co.

Helene, German bark, 263 (J. Ricke)—H. A. Petersen & Co.

Hennik Ilsen, Norwegian bark, 274 (Christensen)—H. A. Petersen & Co.

Hugo & Otto, Norwegian bark, 457 (M. Koeld)—H. A. Petersen & Co.

Juno, German bark, 266 (Nielsen)—Pasdag & Co.

Kjohnehavn, Danish bark, 353 (Magleby)—H. A. Petersen & Co.

Louise, American schooner, 280 (Lawrence)—H. A. Petersen & Co.

Magenta, British schooner, 329 (Coalfleet)—Pasdag & Co.

Magic, British schooner, 214 (H. Lass)—Russell & Co.

Tartar, German brig, 256 (T. Runge)—H. A. Petersen & Co.

Vivid, British bark, 234 (Peterson)—H. A. Petersen & Co.

SHANGHAI.

In Port on 6th January, 1883.

Batavia, British bark, 367 (Inokay)—Nils Moller.

Brenda, British brig, 291 (Swensen)—Nils Moller.

Channel Queen, British bark, (Lachue)—Chapman, King & Co.

Charley, British bark, 359 (Schroder)—Nils Moller.

Chinghai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.

Emma, German schooner, 219 (Michelsen)—Ed. Schellhass & Co.

Hedvig, British bark, 375 (Davey)—Nils Moller.

Hilde, British bark, 350 (Hemmingsen)—Nils Moller.

Ion, German bark, 344 (Bohsen)—F. A. Buchard.

John Smith, American schooner, 561 (Kustil)—Winer & Co.

Kolga, British bark, 541 (Kiolseth)—Russell & Co.

Marie Louise, German bark, 915 (Behring)—Russell & Co.

Pelham, British bark, 340 (Downie)—Mackenzie & Co.

Southern Chief, American ship, 1,283 (Higgins)—C. & J. Trading Co.

Star of India, British bark, 1,040 (Parslow)—Melchers & Co.

Stout, Norwegian bark, 581 (Hennester)—Chapman, King & Co.

Theresa, German bark, 390, (Hansen)—Melchers & Co.

Zebina Goudry, British bark, 1,037 (Cook)—Melchers & Co.

YOKOHAMA.

In Port on 28th December, 1882.

Ada, British schooner, 73 (J. Goldie)—H. Cook.

A. Cashman, Russian schooner, 50 (Sternberg)—F. Ketz.

Alexander, American schooner, 50 (Carlson)—H. Cook.

Alma, American schooner, 32 (Tibbey)—J. D. Carroll & Co.

A. Marshall, British ship, 1,096 (McFaden)—R. Isaacs & Co.

Anglo-American, British ship, 1,533 (Homewood)—Black Diamond, German bark, 670 (Boyd)—P. Bohm.

Corphyne, American bark, 812 (G. W. Ginn)—Frazar & Co.

Cremona, American bark, 608 (Gove)—Frazar & Co.

Diana, American schooner, 75 (Peterson)—Captain.

Eise, German brig, 287 (Holm)—P. Bohm.

E. von Beaulieu, German bark, 336 (Getting)—F. Krosser & Co.

Helena, American schooner, 40 (Bischoff)—M. Ginsbury.

Herschel, German ship, 787 (Wepper)—Reiners & Co.

Kassa, British bark, 312 (J. Brown)—Order.

Manhegan, British bark, 1,143 (Paulsen)—Fauver & Co.

M. C. Bohm, German schooner, 56—P. Bohm.

Paul Revere, American ship, 1,735 (J. Mullin)—C. & J. Trading Co.

Osaka, British bark, 527 (Lowe)—Corner & Co.

Rapier, American ship, 1,543 (Nicholson)—C. & J. Trading Co.

Roderick Hay, German bark, 290 (Nicholson)—Jardine, Matheson & Co.

Rose, American schooner, 40 (Wilson)—W. Copeland.

Sophie, Russian brig, 330 (P. Lemscheffer)—F. Ketz.

Stella, Russian schooner, 40 (Isaacs)—F. Ketz.

Zephyr, British schooner, 250 (Ewart)—P. Hodnett.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Hongkong.

Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.

Cleopatra, corvette, 14 guns, Captain Hippley, Shanghai.

Cumaco, corvette, 14 guns, Captain S. Long, Yokohama.

Daring, corvette sloop, 4 guns, Commander F. Elliot, Kobe.

Encounter, steam corvette, 14 guns, Captain G. Robinson, Hongkong.

Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.

Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Nagasaki.

Fly, double-screw gun-vessel, 4 guns, Lieut. Commander J. Hope, Hongkong.

Foxhound, gunboat, 4 guns, Lieut.-Commander McQuinn, Sandakan.

Iron Duke, double-screw iron frigate, 14 guns, Captain R. E. Tracey, Singapore.

Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Hongkong.

Lily, screw gun-vessel, 3 guns, Commander Evans, Hongkong.

Magpie, surveying vessel, 4 guns, Lieut. Com. Carpenter, Nagasaki.

Midge, double-screw gun-vessel, In reserve, Hongkong.

Mocker, gunboat, 4 guns, Lieut.-Commander J. H. Goff, Yokohama.

Pegasus, sloop, 6 guns, Commander E. F. Day, Singapore.

Sheldrake, gunboat, 4 guns, Lieut. Commander M. Bridger, Shanghai.

Swift, double-screw gun-vessel, 5 guns, Commander Collins, en route Hongkong.

Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.

Vigilant, double-screw vessel, 3 guns, Lieut. Commander C. Lindsay, Hongkong.

Wolverine, sloop, 4 guns, In reserve, Hongkong.

Zephyr, gunboat, 4 guns, Lieutenant Commander Pollard, Chiofo.

Intimations.

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